

Maritime Advisory

Date: 11 March 2026

Areas of Concern: Arabian/Persian Gulf, Strait of Hormuz, Gulf of Oman, Northern Arabian Sea & adjacent waters; wider region including Red Sea, Bab el-Mandeb Strait, Gulf of Aden; eastern Mediterranean Sea

Threat Level: **Severe**

28 February – 11 March 2026

UKMTO has received 17 reports of incidents affecting vessels operating in and around the *Arabian Gulf, Strait of Hormuz* and *Gulf of Oman*:

- 13 Attack Reports
- 4 Suspicious Activity Reports

Situational Overview

The operational situation in the Strait of Hormuz remains **highly volatile**. On 11 March, multiple merchant vessels were struck by projectiles, marking a significant escalation in attacks targeting commercial shipping in the region.

Commercial traffic continues to be severely disrupted, with numerous shipping companies suspending transits due to the elevated security risks. **The operational situation remains fluid and carries a high risk of further attacks on merchant shipping.**



Developments – 11 March 2026

On 11 March, at least three commercial vessels were hit by projectiles in or near the Strait of Hormuz.

Confirmed Incidents

- Bulk carrier *MAYUREE NAREE* (Thailand-flagged)
 - Struck by two projectiles in the Strait of Hormuz
 - Fire reported on board with significant damage to the engine room
 - 20 crewmembers rescued; 3 crewmembers reported missing
- Container ship *ONE MAJESTY* (Japan-flagged)
 - At 0200 hours GMT Wednesday, Master of vessel reported that the ship sustained minor damage after being struck by an unidentified projectile at a position 25 nautical miles to the north of Ras Al Khaimah, UAE

- Crew safe and vessel proceeding to safe anchorage
- Bulk carrier *STAR GWYNETH* (Marshall Islands-flagged)
 - Hull damaged by a projectile approximately 50 nautical miles northwest of Dubai
 - No crew casualties reported.

Other Developments

- Iran stated on Wednesday that any ships belonging to the United States, Israel or their allies passing through the Strait of Hormuz could be targeted as they were considered legitimate targets. The Iranian military's central operational command reiterated that Iran's armed forces "will not allow a single litre of oil to transit" through the strait.
- 16 Iranian mine-laying vessels destroyed in strikes intended to protect shipping lanes. This after US media reported on 10 March that the US intelligence community believes that Iran has begun to set in motion a long-expected plan to mine the Strait of Hormuz. CNN reported that Iran is laying an initial tranche of just a few dozen mines out of its vast inventory, with officials telling CNN that about 90% of its minelayers are believed to have survived initial US-Israel strikes. If Iran does decide to move ahead, estimates suggest that it has at least 2,000 mines in its inventory, along with the means to deploy them.

Area-Specific Risk Assessment

1. Arabian/Persian Gulf & Strait of Hormuz

Current Status – Effective Commercial Disruption

- Merchant traffic through the Strait of Hormuz has significantly reduced
- Multiple commercial vessels have been struck by projectiles in Gulf waters
- Heightened naval deployments from regional and international forces are ongoing
- GPS/AIS interference and electronic warfare activity have increased significantly
- Large numbers of tankers and container vessels remain anchored off UAE, Oman, Qatar, and Saudi ports awaiting security clarity
- War-risk premiums have risen sharply, and some underwriters are restricting coverage in high risk-zones

Primary Threats

- Missile and drone strikes
- Naval engagements and collateral damage
- Electronic interference (jamming/spoofing)
- Naval mines in the Strait of Hormuz
- Boarding/seizure risks
- Cyber-attacks targeting ship companies and port operators

2. Gulf of Oman & Northern Arabian Sea

- Elevated surveillance and naval operations
- Risk of spillover kinetic activity
- Increased maritime interdictions and monitoring

3. Red Sea, Bab el-Mandeb & Gulf of Aden

Risks remain elevated in - Red Sea, Bab el-Mandeb Strait, Gulf of Aden

Yemen's Houthi movement has signalled a possible renewed campaign targeting commercial shipping in this region.

Threat Profile:

- Anti-ship missiles
- Armed drones
- Small boat swarm tactics
- Targeting linked to vessel nationality or ownership

International naval missions remain present, however vessels should not assume universal protection coverage.

4. Eastern Mediterranean Sea

Heightened awareness is advised in waters off - Cyprus, Israel, Lebanon, Syria

Risk Factors:

- Air defence engagements over maritime zones
- Missile interception debris hazards
- Naval deployments
- Port disruptions linked to military posture shifts

Commercial traffic continues in the Mediterranean Sea, however the Eastern basin should be treated as a heightened alert zone.

Port Operations

Middle East Ports

United Arab Emirates

PORT	OPERATIONAL STATUS
Hamriyah Port	All terminal port operations are normal
Sharjah Port	All terminal port operations are normal
Jebel Ali Port	All terminal port operations are normal
Fujairah and Khor Fakkan	No alerts issued at this time; navigational warning No. 01/2026 disseminated addressed reported incidents of intermittent GPS signal spoofing and jamming in offshore areas of Fujairah
Ras al Khaimah Ports	Open and operating normally
Ruwais & Abu Dhabi Petroleum Ports	Operational; Ruwais PPA (ISPS Level 2); Abu Dhabi Ports (ISPS Level 1)

Kuwait

PORT	OPERATIONAL STATUS
Shuwaikh Port	Port operating normally; Security Level 2 protocols
Shuaiba Port	Port operating normally; Security Level 2 protocols
Minal Al Ahmadi Port	Port operating normally; Security Level risen to Level 2

Mina Al Zour Port	Port operating normally; Security Level risen to Level 2
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Oman – No alerts/notifications have been issued by the local authorities

PORT	OPERATIONAL STATUS
Asyad Drydock - Duqm	Port operating normally
Port of Duqum	Port operating normally
Port Sultan Qaboos	Port operating normally
Muscat	Port operating normally
Mina Al Fahal	Port operating normally
Port of Sohar	Port operating normally
Qalhat LNG Terminal – Sur	Port operating normally
OMIFCO Terminal – Sur	Port operating normally
Port of Salalah	Port operating normally

Saudi Arabia – No alerts or warnings issued by the local port authorities; all operational activities are functioning at full capacity.

Bahrain – Vessel movements in Bahrain have gradually resumed, however operations remain limited due to the restricted availability of pilots. Operations at Bahrain’s national energy company Bapco Energies have been disrupted following an attack that struck its refinery complex, prompting the group to issue a formal force majeure notice. ISPS security level remains at Level 1.

Qatar – The official security status remains at Security Level 1, however as a proactive measure, all vessels are requested to exercise heightened caution and vigilance

PORT	OPERATIONAL STATUS
Hamad Port	Normal port operations and vessel movement
Doha Port	Normal port operations and vessel movement
Al Ruwais Port	Normal port operations; port is restricted to small craft only, including dhows and barges
Mesaieed Port	Port operations ongoing
Ras Laffan Port	Port operations ongoing
Al Shaheen Offshore Terminal	Operations suspended until further notice
Halul Island Offshore Terminal	Operations suspended until further notice

Egypt – The Suez Canal and all Egyptian ports remain fully operational; ISPS Level remains at Level 1

Jordan – All operations remain normal at Aqaba Port; terminal, marine services, cargo handling and gate operations are functioning without disruptions. Maritime navigation and cargo operations are proceeding smoothly and without delay.

Pakistan – All ports remain fully operational; ISPS Level remains at Level 1

Iraq – Ports of Umm Qasr and Khor Al Zubair are fully operational; no further port restrictions or emergency measures in place; Basra Oil Terminal and SPM Somo Terminal have ceased export operations.

Mediterranean Sea Ports

Cyprus – No official cancellations for vessel operations

Lebanon – All ports remain operational, with no alerts or warnings issued by the local port authorities. South of Lebanon remains in an unstable operational situation. ISPS Level remains at Level 1

Israel – Besides restrictions for dangerous goods, all ports are operational

Recommendations

Voyage Planning

- Conduct risk assessments immediately prior to transit
- Closely monitor official advisories from flag states and maritime security centres
- Do not rely on anticipated naval escort operations unless formally confirmed
- Minimise loitering near territorial waters of high-risk states
- Consider alternative routing via the Cape of Good Hope where commercially viable
- Assess war-risk insurance implications before entering designated high-risk areas

Transit Procedures (if entering high-risk areas)

- Maintain maximum safe speed during transit of chokepoints
- Avoid unnecessary deviation towards military or energy infrastructure
- Increase bridge water levels and radar vigilance
- Minimise deck crew exposure
- Prepare for GPS/AIS disruptions with alternative navigation methods
- Conduct drills for: Missile/drone alerts, Emergency manoeuvring, Fire response. Casualty/injury managements
- Maintain continuous monitoring of VHF Channel 16 and naval broadcast frequencies
- Ensure Ship Security Plans are fully implemented at the highest appropriate security level

Port Planning

- Confirm port operational status directly with agents prior to arrival
- Anticipate berth congestion and extended anchorage delays
- Factor potential pilotage suspension into passage plans
- Reconfirm war-risk insurance coverage for port calls

Reporting & Coordinating

- Register movements with UKMTO and relevant maritime security centres
- Use Voluntary Reporting Schemes where applicable
- Immediately report any suspicious activity, projectile sightings or electronic interference

Outlook (As of 11 March 2026)

The maritime security environment across the Gulf region is expected to remain highly unstable in the near term following multiple projectile strikes against commercial vessels in the Strait of Hormuz on 11 March. These incidents underscore the increasing risk to merchant shipping transiting one of the world's most strategically significant maritime chokepoints.

Continued military exchanges between Iran, the US and Israel are likely to sustain elevated risks to commercial shipping, particularly in and around the Strait of Hormuz and the Gulf of Oman. Further attacks against merchant vessels, including direct or opportunistic, remain highly probable as Iran and affiliated groups seek

to exert pressure on regional maritime traffic and global energy markets. Additional threats may include missile or drone strikes, naval mine deployment, or harassment by Iranian naval and maritime units.

Proxy involvement continues to present a significant escalation risk. Iranian-aligned groups operating across the region may conduct strikes against military facilities, ports or commercial vessels, or energy infrastructure, potentially expanding the geographic scope of maritime threats beyond the Strait of Hormuz. Renewed Houthi attacks against shipping in the Red Sea or Bab el-Mandeb would further compound regional disruption and may affect key international shipping routes.

Overall, the threat environment for commercial vessels operating across the Gulf and adjacent waterways is assessed as severe, with a sustained risk of further incidents likely as hostilities continue.